The Kottayam-Kumarakam-Alleppey road is a big project. It is one which conditi[illegible] very careful investigation and to which Government would pay special at t[illegible]

tio[illegible]y 15 l[illegible]s.

Extension of the railway from Kottarakara to Alwaye.

main roa[illegible]

miles, ag[illegible]

Mr. K. S. Raman Pillai. (Member, Municipal Council, Alwaye) represented in the S[illegible] the question of the construction of a railway from Kottarakara to Ernaculam North T[illegible]n discussed at several previous sessions of the Assembly, and that the importance 204 mil[illegible] question had already been brought home to the Government. He referred to Karunapresentations on the subject made by previous speakers and said that he would nacherreiterate the arguments advanced by them, but would observe that the Governthe M[illegible] had not as yet enunciated any definite policy on the question. In his present S[illegible]address, the Dewan had not made any reference to the Cochin Harbour Scheme, but had simply stated that the question of conducting a reconnaissance survey of the proposed Quilon-Ernaculam railway would be taken up after the completion of the survey of the Nagercoil line. So, it was clear that the Government had not formulated any definite policy on the subject of extending the railway to North Travancore. The Member remarked that Government should have already obtained the necessary sanction from the Government of India for that work along with the sanction for the survey of the Trivandrum-Nagercoil line and that the former should have been given precedence for the following reasons. In the first place, the construction of the said line, besides opening up Central and North Travancore, would find a market for the raw produce of those regions and serve to develop the resources of the State. Further, it would, when connected with the Shornore-Cochin Railway, link the Travancore line with the Madras and Mangalore lines. Almost all the important towns in Central and North Travancore were at present commercially in touch with the Cochin Port and the future development of all those places depended on the commercial activities of Cochin, especially when it developed into a harbour. The scheme was, therefore, bound to be a paying concern. He, therefore, represented that, unless that line was opend up simultaneously with the opening of the Cochin Harbour, the country would be considerably handicapped in the matter of its commerce.

The Member then observed that the State had already spent a lot of money for public works in South Travancore. Its attitude towards the Trivandrum-Nagercoil line indicated that the Government were prepared to spend even more in that part of the country. The people of Central and North Travancore clamoured for means of communication, but their representations had so far been only a cry in the wilderness.

With regard to the financing of the proposed scheme, the Member suggested that the Government should either float a company or raise a debenture loan. He thought that, judging from past experience, the idea of raising a debenture loan would meet with complete success; for, though the majority of the people were not directly benefited by the construction of the Quilon-Trivandrum line, all of the willingly co-operated and contributed towards the loan raised for the construct of that line, and there was no reason to suppose that the new venture would not receive a similar welcome at the hands of the public.

In conclusion, the Member requested that, since Central and North Travancore were inadequately served by means of communication, the Government should start a reconnaissance survey forthwith, and complete the work of the proposed railway line in the near feture.

Dewan's reply.—I have already given the necessary answer to Mr. Raman Pillai in my opening Address. The matter is engaging the earnest attention of the Government.

The Assembly adjourned at 5-45 P. M.

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